US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED LED SIGNALS

1,2,5 6,7 — 12"

3 — 12"/8"

4 — 12"

8,9 — 16" COUNTDOWN

PROPOSED VIDEO DETECTION CAMERA

a,b

PROPOSED SIGNS

10,11,12,13 — Maier RD — D-3(2) (DUAL FACED) (VAR.x16")

16 — SHIELD ASSEMBLY (24"x51")

17 — SHIELD ASSEMBLY (36"x75")

18 — Washington BLVD — D-3(2) (VAR.x16")

19,25 — NEW — TEMPORARY SIGN W3-3 FY (48"x48") + D95-25 (24"x24")

20,26 — Maier Road NEXT SIGNAL — D-3(3) (96"x30")

23 — Lynn Buff Ct — W2-2 FY (48"x48") + D-3(2)MOD FY (84"x16")

NEMA PHASING

Ø2 Ø4 FLASHING OPERATION

Ø6 Ø5

EXISTING SIGNS TO BE REMOVED

16a 17a — 1 SOUTH / 1 NORTH

21 — Maier Road

22 — Lynn Buff Court

24 — Maier Rd

27 — STOP

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

14 15 — PUSH BUTTON TO CROSS MAIER ROAD — MAIER ROAD IN BRAILLE TYPE 2

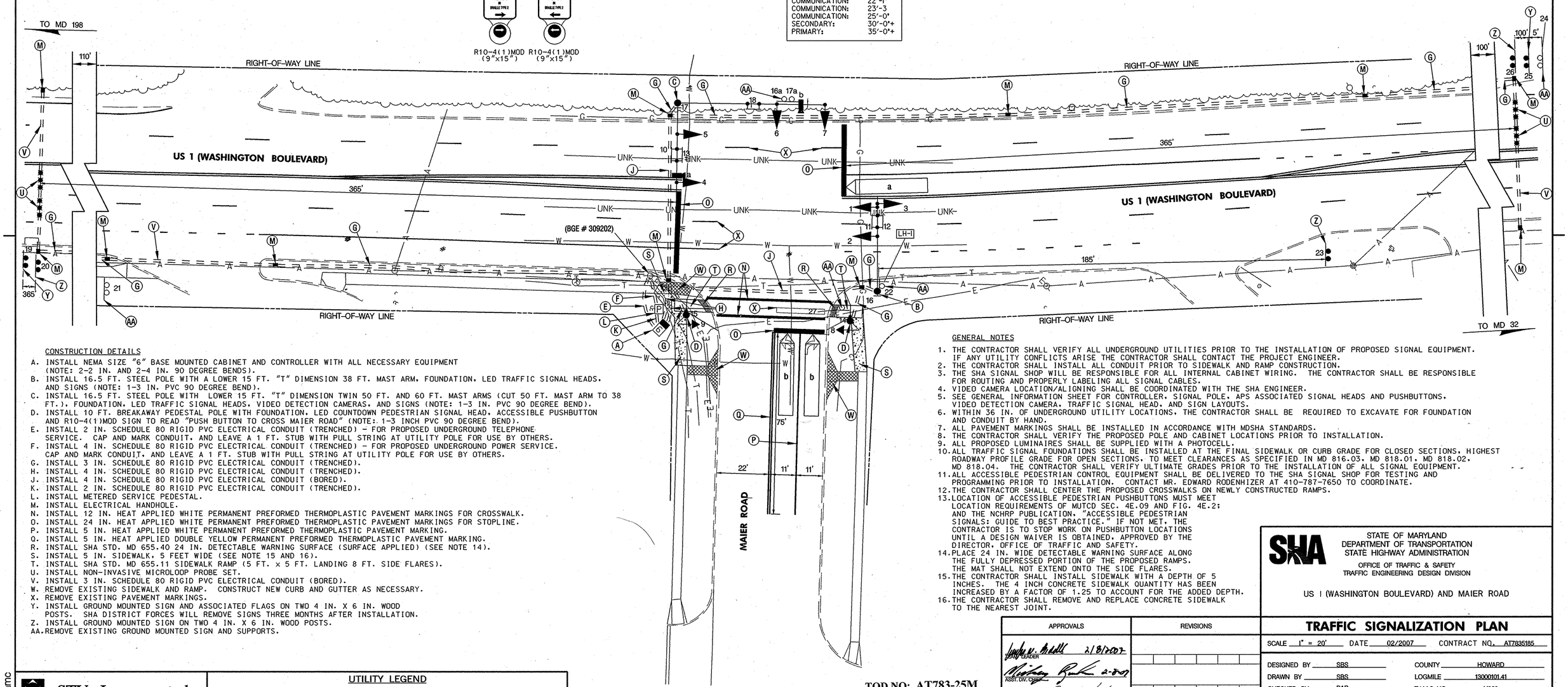
R10-4(1)MOD (9"x15") R10-4(1)MOD (9"x15")

LINE HEIGHTS (LH-I)

COMMUNICATION:	18'-6"
COMMUNICATION:	19'-1"
COMMUNICATION:	19'-9"
COMMUNICATION:	20'-1"
COMMUNICATION:	21'-9"
COMMUNICATION:	22'-1"
COMMUNICATION:	23'-3
COMMUNICATION:	25'-0"
SECONDARY:	30'-0"+
PRIMARY:	35'-0"+

NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

NOTE:
PHASE 5 SHALL LAG PHASE 6.



CONSTRUCTION DETAILS

A. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: 2-2 IN. AND 2-4 IN. 90 DEGREE BENDS).
B. INSTALL 16.5 FT. STEEL POLE WITH A LOWER 15 FT. "T" DIMENSION 38 FT. MAST ARM, FOUNDATION, LED TRAFFIC SIGNAL HEADS, AND SIGNS (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
C. INSTALL 16.5 FT. STEEL POLE WITH LOWER 15 FT. "T" DIMENSION TWIN 50 FT. AND 60 FT. MAST ARMS (CUT 50 FT. MAST ARM TO 38 FT.), FOUNDATION, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, AND SIGNS (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
D. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON AND R10-4(1)MOD SIGN TO READ "PUSH BUTTON TO CROSS MAIER ROAD" (NOTE: 1-3 INCH PVC 90 DEGREE BEND).
E. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND TELEPHONE SERVICE. CAP AND MARK CONDUIT, AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS.
F. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND POWER SERVICE. CAP AND MARK CONDUIT, AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS.
G. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
H. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
J. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
K. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
L. INSTALL METERED SERVICE PEDESTAL.
M. INSTALL ELECTRICAL HANDHOLE.
N. INSTALL 12 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
O. INSTALL 24 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
P. INSTALL 5 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
Q. INSTALL 5 IN. HEAT APPLIED DOUBLE YELLOW PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
R. INSTALL SHA STD. MD 655.40 24 IN. DETECTABLE WARNING SURFACE (SURFACE APPLIED) (SEE NOTE 14).
S. INSTALL 5 IN. SIDEWALK, 5 FEET WIDE (SEE NOTE 15 AND 16).
T. INSTALL SHA STD. MD 655.11 SIDEWALK RAMP (5 FT. x 5 FT. LANDING 8 FT. SIDE FLARES).
U. INSTALL NON-INVASIVE MICROLOOP PROBE SET.
V. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
W. REMOVE EXISTING SIDEWALK AND RAMP. CONSTRUCT NEW CURB AND GUTTER AS NECESSARY.
X. REMOVE EXISTING PAVEMENT MARKINGS.
Y. INSTALL GROUND MOUNTED SIGN AND ASSOCIATED FLAGS ON TWO 4 IN. X 6 IN. WOOD POSTS. SHA DISTRICT FORCES WILL REMOVE SIGNS THREE MONTHS AFTER INSTALLATION.
Z. INSTALL GROUND MOUNTED SIGN ON TWO 4 IN. X 6 IN. WOOD POSTS.
AA. REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORTS.

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO SIDEWALK AND RAMP CONSTRUCTION.
3. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
4. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
5. SEE GENERAL INFORMATION SHEET FOR CONTROLLER, SIGNAL POLE, APS ASSOCIATED SIGNAL HEADS AND PUSHBUTTONS, VIDEO DETECTION CAMERA, TRAFFIC SIGNAL HEAD, AND SIGN LAYOUTS.
6. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
7. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
8. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
9. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
10. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
11. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
12. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
13. LOCATION OF ACCESSIBLE PEDESTRIAN PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
14. PLACE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE PROPOSED RAMPS. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
15. THE CONTRACTOR SHALL INSTALL SIDEWALK WITH A DEPTH OF 5 INCHES. THE 4 INCH CONCRETE SIDEWALK QUANTITY HAS BEEN INCREASED BY A FACTOR OF 1.25 TO ACCOUNT FOR THE ADDED DEPTH.
16. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK TO THE NEAREST JOINT.

STV Incorporated
engineers /architects /planners /construction managers
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

UTILITY LEGEND

E E	ELECTRIC CABLES	SD SD	STORM DRAIN
A A	AERIAL CABLES	G G	GAS MAIN
T T	TELEPHONE CABLES	W W	WATER MAIN
F F	FIBER-OPTIC	S S	SEWER MAIN

TOD NO: AT783-25M
SHA No.: HO377A5A/B5A/M5A
US 1 @ Maier Road

APPROVALS

PROJECT LEADER	2/8/2007
ASST. DIV. CHIEF	2-8-07
DIVISION CHIEF	2/8/07
OFFICE DIRECTOR	2/15

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 1 (WASHINGTON BOULEVARD) AND MAIER ROAD

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 02/2007 CONTRACT NO. AT7835185

DESIGNED BY SBS COUNTY HOWARD
DRAWN BY SBS LOGMILE 13000101.41
CHECKED BY BAB T.I.M.S. NO. H968
F.A.P. NO. TOD NO.

DRAWING NO. TS - 4542 SHEET NO. 1 OF 2

PLOTTED: Monday, February 05, 2007 AT 10:24 AM
FILE: I:\PROJECTS\0312513\0312513_0037\Drawings\TRA\pSG-P001_us1.dgn

BY: guilliamc